

Today's Advertisements.

JUST LANDED.

HAMS; HAMS; HAMS.

A SMALL parcel of HASTINGS and NEPHEW'S FINEWORK CUT HAMS. PRICES VERY MODERATE.

H. RUTTONJEE,

13 & 15, D'Almeida Street, Hongkong.

21 & 23, High Road, Kowloon.

Hongkong, 29th October, 1898. [1288]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Osterbridge, will be despatched TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th October, 1898. [1288]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Robinson, will be despatched for the above Ports, TO-MORROW, the 30th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAURA & Co., General Managers.

Hongkong, 29th October, 1898. [1288]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain Robinson, will be despatched for the above Ports, TO-MORROW, the 30th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAURA & Co., General Managers.

Hongkong, 29th October, 1898. [1288]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND SHANGHAI.

THE Company's Steamship

"FORESTES,"

Captain Pelland, will be despatched on MONDAY, the 31st instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th October, 1898. [1288]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Robinson, will be despatched for the above Ports, on TUESDAY, the 31st November, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURA & Co., General Managers.

Hongkong, 29th October, 1898. [1288]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNG'ANG,"

Captain Rendle, will be despatched as above on TUESDAY, the 31st November, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th October, 1898. [1288]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAIWAN,"

Captain Harder, will be despatched as above on WEDNESDAY, the 2nd instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th October, 1898. [1288]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"ONGSANG,"

Captain James Young, will be despatched as above on SATURDAY, the 5th November, at 2 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th October, 1898. [1288]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Today's Advertisement.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Victoria.

From Persian Gulf, ex S.S. Khandalla and Pemba.

From Zanzibar, ex S.S. Palma.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 4th November, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 29th October, 1898. [1288]

Itiminations.

DAKIN CRUICKSHANK & COMPANY,

VICORIA DISPENSARY,

HONGKONG.

AERATED, WATERS.

SIMPLE, RATED WATER.

SODA WATER.

LEMONADE.

SARSAPARILLA.

NARSBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are

supplied under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufacturers.

Special terms to Hotels, Clubs, Messes and other Large Consumers.

My consignment should be addressed to the Manager.

Hongkong, 1st March, 1897. [1288]

MITSUI BROS. & CO. KISHA.

No. 6, 1st House Street, Prince Consort.

Head Office: TOKIO.

Branch Office:

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

YOKOHAMA, and all Ports in JAPAN.

Agents:

Mitsui Bussan Kaisha, Ltd., Ltd.

Osaka, Yokohama, Kobe, Japan.

Tokyo Marine Insurance Co., Limited.

Mitsui Bussan Kaisha, Ltd., Limited.

Imported Government Paper Mills, Japan.

Common Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanebuchi Cotton Spinning Mill, Japan.

The Mitsui Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH CLASS.

BRANDIES.

*** A Hennessy's Old

Pale, Red Capsule.....\$18.00

**** J Superior Very

Old Cognac, Red Capsule 21.00

***** C Very Old Li-

queur Cognac..... 24.00

V. O. D Hennessy's Fin-

est Very Old Liqueur

Cognac, 1872 Vintage,

Red Capsule..... 36.00

V. V. O. F Finest Very

Old Liqueur Cognac,

1832 Vintage..... 48.00

All our Brandy is guaranteed to

be pure Cognac, the difference in

price being merely a question of age

and vintage.

Smaller quantities and sample

bottles will be supplied at propor-

tionate wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorized Agents at the Coast

Ports.

A. S. WATSON & CO., LD.

Hongkong, 29th October, 1898. [1288]

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 29, 1898.

NOTES AND COMMENTS.

The Mail brings us news from Europe

in print to the 1st October, or perhaps it is more correct to say to the evening of Friday, the 30th September. There is little that is new. The foreboding seizure of a Lowestoft trawler by French fishermen, who charge the occupants with stealing news and who have carried the boat as a prize into Boulogne, adds another item to the list of complications between France and Great Britain, but unless the French Government refuse to release and return the trawler and the men captured in her the incident can have no significance. It is an outrage, or a mistake for which the Government is not primarily responsible. The Peerages for the Sirdar and the new Viceroy are formally announced and the former has had the Freedom of the City of London and a sword of Honour presented to him. There is nothing yet in print as to his appointment to the governorship of the Sudan. We sincerely hope that instead of being relegated to a life of idleness in Great Britain Lord Kitchener (of Khartoum as the papers call him), will be left to complete the pacification of the Sudan, where his great powers as an Administrator will have full scope. France has gained a considerable victory in West Africa over the Sofas and the capture or surrender of Samory is expected to follow speedily. There are all sorts of reports in the air as to the precise nature of the Anglo-German Agreement. One statement is to the effect that it provides for the division between Germany and England of all the Portuguese African possessions east and west. Another report is to the effect that Zanzibar goes to Germany in return for her consent to give us a free hand in Delagoa Bay.

The Papers are filled with details of the catastrophe in the West Indies, where it is evident the greatest distress prevails. The Mansion House Fund had when the mail left realized so far over \$17,000. The West Indies generally are in a bad way. The only salvation for them is a transfer of them to the United States. We might get the Philippines in exchange. The Republican party in New York has made it a plank in their platform that the Philippines as a whole should be annexed.

Among the list of deaths the only noteworthy name is that of the Hon. J. F. BAYARD late Ambassador of the U.S. of America at the Court of St. James'. He was the first ambassador ever appointed by the American Government. Born in 1829, the descendant of an old Huguenot family settled in America since 1647, he was successively merchant, lawyer, Senator, Secretary of State and Ambassador, distinguishing himself in all capacities but especially in his latest appointment, during his tenure of which he endeared himself to all Britons and did much to soften the bitter feelings stirred up in England by the Venezuelan trouble.

Reuter's Telegrams dated London, 27th inst., which we make public to-day do not add much to the information formerly in our possession. We do not believe the report that the French have agreed to evacuate Fashoda, taking compensation elsewhere. It is probably a stock exchange report and has had its effect. If any arrangement had been come to between the two governments before the French Cabinet went out of office, it would have been made known to the French Chamber before the prorogation of the 4th November. No settlement can have been arrived at since, and any negotiations pending at the time of the fall of the Ministry are subject to the pleasure of the incoming ministers who may take them up or abandon them as they think best. If, as the second of the two messages received yesterday states, this is really a constitutional crisis—a crisis that may lead to a change in the form of the Government or in the principle on which it is to be administered and not a simple change of office holders, then all the more is it certain that the acts of the ministers who have just resigned cannot bind their successors. The welcome given by the people of Paris to Major MARCHAND's messenger is indicative of the popular feeling and that feeling must influence the opinions and acts of the new ministers.

It must not, however, be forgotten that the real question at issue is not the mere evacuation of Fashoda, but the renunciation by France of all right and title in the Valley of the Nile to its utmost limits and their exclusion from all access to it. Any settlement of the present dispute that falls short of that is not a settlement. France has the reversion of the Congo Free State and the boundaries of that state towards the Nile Valley must be very clearly defined.

NEUTER'S MESSAGES.

THE FASHODA QUESTION.

LONDON, October 27th.

An accredited report states that the French have agreed to evacuate Fashoda conditional to subsequent compensation.

THE CRISIS IN FRANCE.

It is generally recognized that the present is not a mere ministerial but a constitutional crisis.

THE FASHODA INCIDENT.

Captain Basset, the bearer of Major Marchand's despatches from Fashoda met with an enthusiastic reception in Paris.

ARRIVAL OF THE GERMAN EMPEROR AT PALESTINE.

The German Emperor has landed in Palestine.

OUTBREAK OF THE PLAGUE AT SAMARKAND.

An outbreak of the plague at Samarkand causes anxiety in St. Petersburg.

WEATHER REPORT.

The Observatory report to-day says:—

On the 28th at 4.15 p.m. Red Drum lowered.

On the 29th at 11.45 a.m. The barometer has fallen on the E. coast of China, risen on the S. coast. Pressure is high over N. China and low, probably, in the Pacific to the E. of the Philippines. Gradients moderate with fresh monsoon on the China coast. FORECAST:—Moderate N. winds; cloudy, some rain.

LOCAL AND GENERAL.

It is doubtful whether Lady Curzon will be able to accompany her husband to India to take up his appointment towards the end of this year. She is in a delicate state of health.

By kind permission of the Captain and officers, the Dramatic Company of H.M.S. Powerful will give a performance at the Kowloon Docks this evening commencing at 8.45. The public are cordially invited to attend.

THE British steamship Venus from Moll reports:—Moderate and light winds, principally N.E. to S.E., to October 25th at the entrance to the Formosa Strait. Then wind freshened to a hard N.E. gale with terrific sea and rain, the vessel's deck being flooded continually and the deck fittings damaged by the seas. On the 27th and 28th the poop was swept several times and the cabin doors were knocked in, the seas filling the cabin. The wind and sea moderated on the evening of the 28th, the wind hauling to the northward.

THE French Press speculates on the significance of the Chinese Regency. The *Debat* expects to see M. Pavloff gain an advantage over Sir Claude Macdonald, inasmuch as English journals treated Li Hung-chang's fall as a triumph, and now view his return to power as a misfortune. But it does not anticipate that this palace revolution will make the Chinese question emerge from its Asiatic intricacies. The *Temps* likewise regards the Regency as conducive to the success of Russia and thinks that this explains, but lessens the importance of, the gloomy forebodings of the English Press.

EXTRAORDINARY rumors are being circulated in the German newspapers to the effect that Zanzibar is to be ceded by Great Britain to Germany as an equivalent for "concessions" made by Germany with regard to Delagoa Bay. The French Transvaal Committee has resolved to urge M. Delcassé to propose to Portugal the neutralization of Delagoa Bay under Portuguese sovereignty and under the protection of the three great Powers interested in the development of the Transvaal. The committee maintains that the acquisition of Delagoa Bay by Great Britain would "place the Transvaal at the mercy of the friends of Mr. Rhodes," and that if Portugal must sell the port and railway, France ought to have an equal right of offering to purchase them.

MEXICO: Benjamin, Kelly and Potts in their *Weekly Shore Report* state:—Business has not been very brisk during the past week and prices have ruled rather steadily, owing chiefly to the unsettled outlook of political affairs. Banks—Hongkong and Shanghai Banks opened in strong request in the early part of the week and continued to advance, shares changing hands at intermediate rates up to 32 1/2 per cent. premium, but later the market receded to 22 per cent. premium, on account of disquieting political rumours from home. At the close, however, in consequence of more favourable news a demand has again set in and buyers' rule the market at 24 1/2 per cent. premium. The London quotation remains unchanged. A small sale of Nationals at 17 is reported. Marine Insurances.—Unions have been sold at 31 1/2, and are wanted. China Traders have improved and have changed hands at 5 1/2. Canton's very firm and offers of 130 have failed to bring shares into the market. Straits have been dealt in at 37 1/2 and more can be placed. Fire Insurances—Hongkong Fire have improved their position slightly and sales at 37 1/2 and 33 1/2 have been effected, the market closing firm with buyers at 33 1/2. China Fire have been placed and are still obtainable at 30. Shipping.—Hongkong, Canton and Macao Steamboats have changed hands in small lots at 27 1/2 and 27 1/2 and close steady at the latter rate. Indo Chinas have suffered a slight decline and sales have been made 35 1/2, 36 1/2 and 36, closing with sellers at the latter rate. Douglas Steamships are much firmer and after sales at 35, 35 1/2 are wanted at 35 1/2. China and Manilla are steady at 38. Star Ferries have been negotiated at 24 and 20 1/2, and are wanted at the latter rate. Refractories.—China Sugars have reacted slightly and have dropped to 166 sellers. Lurons are quiet at 45. Mining.—Pudong has ruled quiet with small sales at 35 1/2 and 35 1/2. Raub is offering in small lots at 36 1/2. New Balfour Preference have again changed hands at 45 cents. Great Eastern and Caledonians have been booked at 65 and 65 1/2 and are wanted at the latter rate. Olivers B have ruled much steadier and large lots have been sold at 34 1/2, 35 1/2, 36, and 37 1/2 and close with buyers at 37 1/2. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks after being sold at 250 per cent. premium are again much firmer, and sales at 262 per cent. premium have been effected. Kowloon Wharf shares are still wanted at 369, but no business has been reported. New Amoy Docks are firm at 132. Lands, Hotels and Buildings.—Hongkong Lands have been sold at 75. Hongkong Hotels have changed hands and are wanted at 35. Humphreys' Estate are enquired for at 23. Properties have been negotiated to a considerable extent at 24 1/2 and 25 1/2, and close with buyers at 25 1/2. West Points have been placed at 19 1/2. Cotton Mills.—No business to report. Miscellaneous.—Green Islands Old have been fixed at 25 and more shares are wanted at the price. A. S. Watsons have been sold and are wanted at 12 1/2. Electric, Ropes, Fenwicks, Tramways and Ice are enquired for at quotations.

A MAN named Syed Zin was arrested at Penang, on Sunday, for possessing three forged \$50 banknotes. In his possession, there were also found paint and brushes which could be used for altering \$5 notes into \$50 notes.

THE cruiser *Fleurbaey*, which was completed at Cherbourg several months ago, but has never been able to get its engines into working order, underwent a further trial on the 22nd ult., and is reported to have attained a speed of 17 1/2 knots under satisfactory conditions.

SOME idea of the horrors which would attend a big war in Europe is given by the *British Medical Journal* in its comments on the Peace Rescript. It is pointed out that in a naval engagement "it is idle to suppose that any effective help to the wounded could be rendered during the action; each surgeon would be caged up, like the rest of the ship's company, in some one compartment of the vessel, shut off from every other by the watertight doors. He could attend to those about him, but the others must take their chance. These things ought to be known and realized. So again with military actions. The battles of the future, between troops armed with quick-firing weapons of long range and precision, must produce a number of wounded men so enormous that it will be quite beyond the means of any existing medical service of any army of any country effectively to deal with them at once. The romance of war has gone, and we have only its horrors."

THE *Review of Reviews* for September contains, as usual, the history of the previous month in caricature. The Chinese question is abundantly illustrated. John Chinaman is represented in one picture as crossing on a slack rope over a chasm, laden with Concessions of all descriptions. Russia at one side of the gulf urges John to cross, promising to catch him. A British tar at the other calls on him to return and threatens, if he does not, to cut the rope. In a second picture, John Bull in the guise of Lord Salisbury is climbing up a rocky mountain with the Russian old man of the sea, seated comfortably and securely on his shoulders. In a third Russia and England are pictured as respectively an elephant and a whale—the elephant fully accoutred and on dry land in Port Arthur, and England approaching through the sea. In case of war we should not be quite so helpless as the whale nor would Russia be quite so safe from attack as the elephant. If John Bull is a whale he is of a new species, amphibious in his habits. Again, John Bull is being invited by an elegantly dressed Chinaman to take the Trans-Siberian Railway and transport himself and his traps to his own country out of China. The Trans-Siberian Railway is not quite finished yet and much may happen before it is. John Chinaman may before then, have lost the desire to get rid of us, and may have found out that "Coddling" the fellow, not short of Elmslack, affords a subject for five sketches. Uncle Sam, Spauld and the Philippines for half dozen, and the parliamentary contest in South Africa for half a dozen more, none of any great merit. Uncle Sam's disgust with his late protégé, the Cubans, being, perhaps, the most significant. The Book of the month is Polydore's "Reflections of a Russian Statesman." The Topic of the month is the Tsar's Peace Manifesto of which, of course, Mr. Stead is an ardent admirer and the Character Sketch is an admirably written notice of the work done by Dr. F. J. Campbell for the Blind, and of the man by whom that work has been mainly organized and carried out.

THE ADDRESS TO MR. WODEHOUSE.

HIS REPLY.

We have received the following letter for publication:—

To Messrs. C. W. Duggan, Ng Kwai Sang and the signatories to the Magistracy Address.

Gentlemen,—By the last mail I had the honour to receive from you a farewell address signed by past and present members of the Magistracy Staff on the occasion of my retirement from the Civil Service of Hongkong in which for some six or seven years I had served as Police Magistrate.

I am extremely grateful to you for the kind and sympathetic terms in which you have addressed to our mutual relations with each other, and for the handsome address in which you have conveyed to me your sentiments. It is with the greatest regret that I sever my connection with a staff with whom I have served for so many years, and to whom I am indebted for so much assistance and harmonious cooperation.

I beg to convey my last thanks to all for the unalloyed courtesy and zeal with which the important duties of the Magistracy Staff have been carried out and I wish particularly to include my acknowledgments to the able and hardworking interpreters who so admirably and invariably assist the Magistrates in the discharge of their judicial functions. Mr. Wodehouse has received with great pleasure your kind expressions of good will towards her, and we both unite in wishing you all an honourable and successful career.

I am, gentlemen,

Yours very faithfully,

H. E. WODEHOUSE.

30th September, 1898.

THE INDIAN FRONTIER.

A settlement with the Afghids of all questions regarding the position of the Khatib is expected to be announced at no distant date. The feeling among the Afghids as a whole makes for permanent peace, the more responsible class having no desire to come into collision again with the British authorities. The only part of the Government terms not complied with relates to the surrender of a few Afghids carried off by deserters from the Khatib Rifles last year. These are now, however, on their way to Colonel Egerton who holds Landi Kot. The influence of the fanatical priesthood among the Afghids has steadily declined. Two leading Zakhkhal headmen are refugees in Afghan territory, and will not be allowed to return. The other Afghid leaders are apparently glad that the power of these men has been broken. The Afghids still show eagerness to increase the strength of the Khatib Rifles to 2,000 or 2,500 men, there will be no difficulty in obtaining recruits. Probably the Rifles will be reconstituted as a border levy with three British officers.

HONGKONG FOOTBALL CLUB'S SIX-A-SIDE COMPETITION.

Yesterday Mackay's team beat Leithbridge's, after an even game, by one goal to nil. They have now, next to Moberly's, the best position, having the same number of points but for one game more played.

The following is the record in the six a-side competition to Saturday the 29th October 1898:—

1898:—

MAKES. GOALS.

Points.

Moberly's... 3 3 0 0 5 0 6

Mackay's... 4 3 1 0 5 1 6

Noble's... 4 2 2 0 5 3 4

Lockers... 4 2 1 0 4 6 4</

Intimations.

NOTICE.

THE ANNUAL SESSION of Her Majesty's Justices of the Peace will be held in the JUSTICES' ROOM, at the Magistrate's Office, on THURSDAY, the 3rd day of November, A.D. 1898, at 12 o'clock noon, for the purpose of considering the applications for LIQUOR LICENCES for the year 1898-1899.

No.	Name of Applicant.	Whether Licensed.	Description of Licence.	Sign of House.	Situation of House.
1.	Joachim Gomes	Yes.	Publican's Licence.	The Man at the Wheel Hotel.	No. 306, Queen's Road, Central.
2.	Isidor Silberman	do	do	The "Globe" Hotel.	No. 184, Queen's Road, Central.
3.	Moritz Feldman	do	do	The Land we live in Hotel.	Nos. 332 and 334, Queen's Road Central.
4.	Henry Oliver	do	do	The Traveller's Hotel.	No. 13, Queen Victoria Street.
5.	Joseph H. Donenberg	do	do	The Colonial Hotel.	No. 1, Jubilee Street.
6.	Hans J. H. H.	do	do	The German Tavern.	Nos. 266 and 268, Queen's Road Central.
7.	Walter H. H.	do	do	The Hung Hom Hotel.	Nos. 29 and 30, B. K. Street, Hung Hom.
8.	James H. H.	do	do	The New Victoria Hotel.	No. 9, Queen's Road Central.
9.	James H. H.	do	do	The Western Hotel.	Nos. 90 and 92, Queen's Road West.
10.	John A. H.	do	do	The Praya East Hotel.	Nos. 38 and 39, Praya East.
11.	James H. H.	do	do	The Critchley Hotel.	Nos. 21 and 23, Pottinger Street.
12.	J. J. H.	do	do	The Peak Hotel.	Rural Building Lot No. 77, The Peak.
13.	James H. H.	do	do	The Spangman's Arms.	Nos. 242 and 244, Queen's Road Central.
14.	James H. H.	do	do	The Star Hotel.	Nos. 148 and 150, Queen's Road Central.
15.	James H. H.	do	do	The K. W. Hotel.	Elgin Road, British Kowloon.
16.	James H. H.	do	do	The Meopore Hotel.	No. 2, Shuklan Road.
17.	James H. H.	do	do	The Victoria Hotel.	No. 10, Shuklan Road.
18.	James H. H.	do	do	The Hong Kong Hotel.	Nos. 21, 23, 25 & 31, Queen's Road Central and Nos. 1 and 3, Pedder Street.
19.	James H. H.	do	do	The Rose Hotel.	Nos. 288 and 290, Queen's Road Central.
20.	James H. H.	do	do	The Hotel.	No. 2, Queen's Road Central.
21.	James H. H.	do	do	The Hotel.	No. 17A, Praya West.
22.	James H. H.	do	do	The Hotel.	No. 13, Queen's Road Central.

Wm. C. H. HASTINGS,
Selling Police Magistrate.

Hongkong, 22nd October, 1898.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	BOMBAY VIA SINGAPORE and COLOMBO	TUESDAY, 1st November, at Noon.
SANUKI MARU	NAGASAKI, MOJI, KOBE, YOKOHAMA, HAMA	WEDNESDAY, 2nd Nov., at 4 P.M.
KINSHU MARU	SEATTLE, WASH., U.S.A., SAN FRANCISCO, SAKI, KOBE and YOKOHAMA	TUESDAY, 5th November, at 4 P.M.
SADO MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 5th November, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office, No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 29th October, 1898.

J. J. CARNAUD, 3, rue d'Angoulême, PARIS.

TIN BOXES
STAMPED ARTICLES
FORMILITARY
EQUIPMENT

By J. J. CARNAUD & Co., 3, rue d'Angoulême, Paris.

TO PREVENT CONSUMPTION.

Only one way is known, namely, by making the system assimilate the food, and thus the blood, assists in making healthy it, and thus the vigorous action of the vital organs, and prevents the germ of disease in the lungs.

Scott's Emulsion

Is the most successful means for the cure of a weakened system. It is easily assimilated, and does not produce any of the dangerous effects of other remedies. Prepared by SCOTT & BOWNE, London. Sold by all Chemists.
Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

FOR NEW YORK VIA SUEZ CANAL.

THE STEAMSHIP

"JOHN SANDERSON."

Captain Smith, will be despatched for the above ports on or about the 12th November.

To be followed by the S.S. "GLENVILLE," sailing about 25th November, 1898.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 27th October, 1898.

MAGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE STEAMSHIP

"GHAZEE."

will be despatched at above on SUNDAY, the 1st November, at Daylight.

S.S. "BRAEMAR" about 14th Dec., 1898.

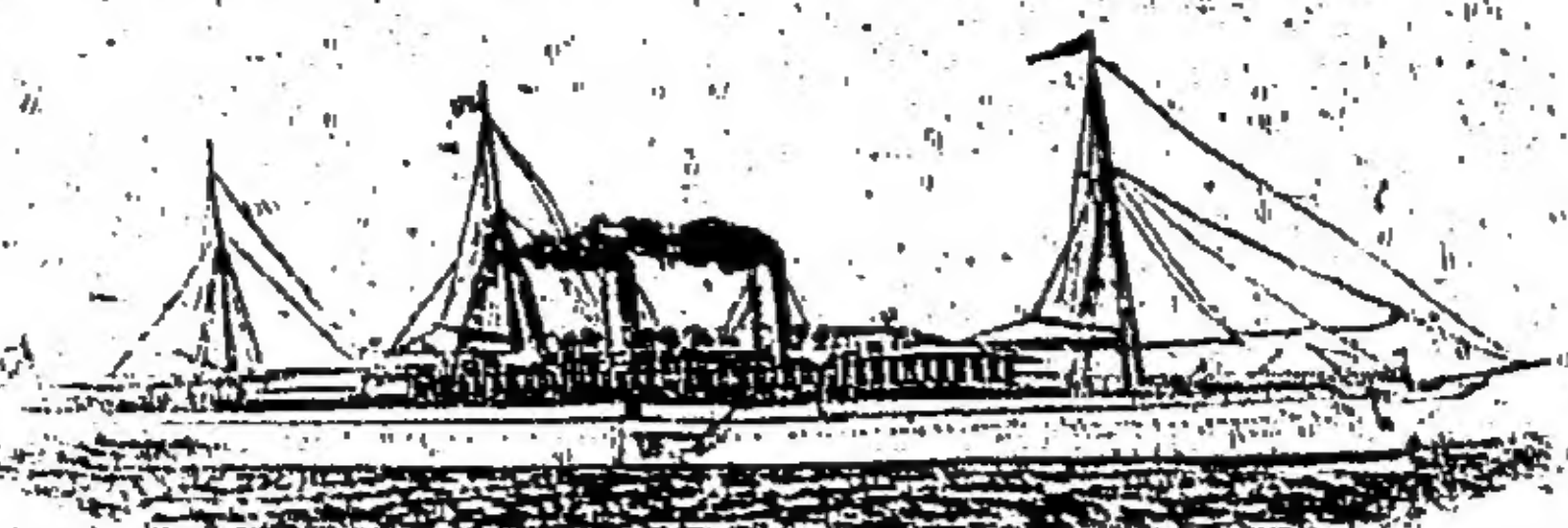
S.S. "ENERGIA" about 31st Dec., 1898.

S.S. "MOGUL" about 15th Jan., 1899.

For Freight or Passage, apply to DODD, WATKINS & Co., Agents.

Hongkong, 29th October, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 3rd Nov., 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 21st Dec., 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL RAILROADS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the world); the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition); and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 28th October, 1898.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE, THE Company's Steamship

"CHANGSHA."

Captain T. Moore, will be despatched on MONDAY, the 31st Nov., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine, and Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return on the Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th October, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, THE Company's Steamship

"SUNG ANG."

Captain Rendle, will be despatched at above on TUESDAY, the 1st November, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th October, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA, THE Company's Steamship

"KASHING."

Captain Hopkins, will be despatched at above on TUESDAY, the 1st November, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th October, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL, THE Company's Steamship

"ULYSSES."

Captain Brown, will be despatched at above on TUESDAY, the 1st November, at 4 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th October, 1898.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN, THE Company's Steamship

"DEUCALION."

Captain Birch, will be despatched on TUESDAY, the 1st November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th October, 1898.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE STEAMSHIP

"GUTHRIE."

Captain Craig, will be despatched for the above Ports, on SATURDAY, the 5th November, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A fully qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return on the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th October, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 17th Nov., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 8th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th Jan., 1899, at Noon.

THE Company's Steamship

"GALLIC."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 17th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada, Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (for office work) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 12th October, 1898.

A CURE FOR ASTHMA.

GRIMAULT'S

INDIAN CIGARETTES

Asthma is a disease which suffers from oppression is breathing, swelling, sensations, hoarseness, and loss of voice, nervous coughs, latencies, Goldsmith, Wheezing, Bronchitis, Emphysema, Catarrhal affections, and difficulty in expiration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, Sole Proprietors.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe GRIMAULT'S Matico as the most active and as the same time the most innocuous remedy in the treatment of acute and chronic Discharges. These Capsules, unlike Copal, have not the inconvenience of producing a taste.

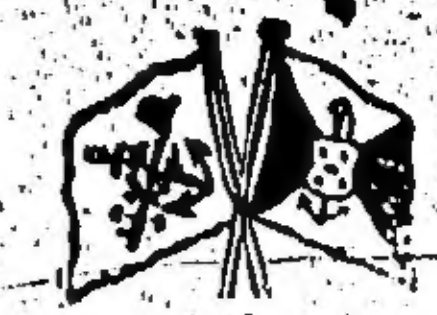
MATIO INJECTION is used in recent cases.

MATIO CAPSULES in the more chronic cases.

GRIMAULT & CO., Paris, Sole Proprietors.

Hongkong, 14th October, 1898.

Shipping.

NORTH GERMAN LLOYD.
(Freight Service.)HAMBURG AMERICA LINE.
(Passenger Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISP, PORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*BAELBERG	HAVRE & HAMBURG	8th Nov., Freight and Passenger.
ANDALUSIA	LONDON, HAMBURG, AMSTERDAM AND ANTWERP	10th Nov., Freight.
STOLBERG	HAVRE AND HAMBURG	17th Nov., Freight and Passenger.
SAVOIA	HAVRE AND HAMBURG	22nd Nov., Freight and Passenger.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, &c., apply to ARLOWITZ & Co., Agents.

Hongkong, 27th October, 1898.

Mail.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hugh (via Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 1st Nov., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 8th Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th Nov., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Dec., at Noon.

THE U. S. Mail Chartered Steamship

"HUPEH."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 1st November, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained upon application.

Passengers holding ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and America, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day.

All Parcel Packages should be marked to address in full, and value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 6th October, 1898.

To be Let.

TO LET FURNISHED.

DIETON, PLANTATION ROAD GAP: B. MOUNT COUGH at present occupied by Mr. H. F. MEYRINK with possession on 1st November.

For further Particulars, apply to Wm. MEYRINK & Co., Agents.

Hongkong, 28th October, 1898.

TO LET.

"BELVEDERE," 2 Rooms, Dining Room, Bath, &c., to be let, furnished, for 6 months, from 17th November.

SEMI-DETACHED VILLA, RESIDENCE on Bowra Road (near the course of erection).

PROPERTY now occupied by the Bowra Road Mills.

FLOORS in STATION and ELGIN STREETS.

Apply to H. HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 28th October, 1898.

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.
VIA SHANGHAI AND SEA, KOBE, AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenora... 13.50 (McGillivray) Nov. 1.

Victoria... 13.67 (Trust) Dec. 1.

Tacoma... 13.53 (Dixon) Dec. 10.

Glenora... 13.75 (McGillivray) Jan. 10.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2.1 (A. Gow) Nov. 12.